
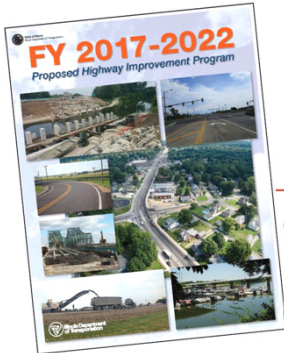


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Illinois Department
of Transportation



FY 2017-2022 PROPOSED HIGHWAY IMPROVEMENT PROGRAM (MYP)

October 2016







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Agenda

- About IDOT
- Overview of the FY 2017-2022 MYP
- MYP Development
- Projects in the FY 2017-2022 program
- Performance measures
- Hear from you about:
 - Project priorities in your community
 - Performance measures for next year's program
- Comments Due: **Wednesday, November 30th, 2016**



Illinois Department
of Transportation

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IDOT Mission Statement

- The mission of the Illinois Department of Transportation (IDOT) is to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment



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Illinois Highway Facts

- The nation's third largest interstate system
 - 16,000 miles of state maintained roadways
 - 2,200 miles of Interstate highways
 - 7,850 state maintained bridges
- 146,900 centerline miles total
- The IDOT system represents about 11 percent of the total state and local roads in Illinois, and carries 55 percent of the statewide vehicle miles traveled.





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About the MYP

- Developed and refined annually
- 6 year program cycle
- Process:
 - Identify pavement and structural conditions across the state
 - Revenue estimates from federal and state sources are used as basis to allocate funds to districts
 - Districts update cost estimates for projects
 - Districts develop, prioritize, and submit candidate projects for MYP
 - Then the MYP is fiscally constrained
- Communicate the program to the General Assembly, industry, public, and other stakeholders



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Why do we develop the MYP?

- Plan used for Programming of Long Term investment
- Mandated by Illinois Law
- Current Program Goals, being refined by the development of the 2017 Long Range Transportation Plan
 - Preserve and maintain existing system
 - Modernize our highway system
 - Strategic expansion of new capacity to mitigate congestion
- Explains how projects are prioritized
- Transparency of proposed improvements



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2017-2022 Multi-Year Plan Overview

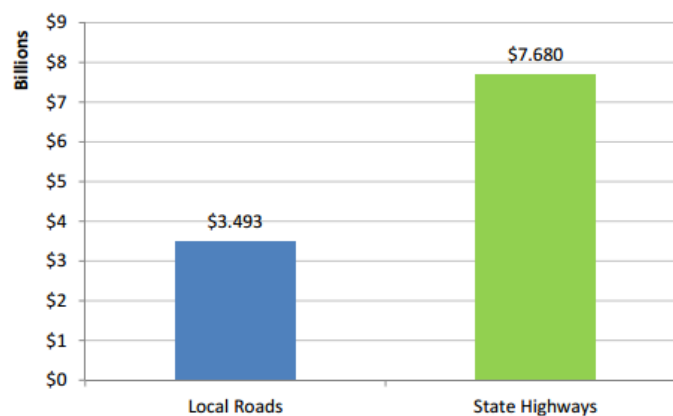
- Over \$11 billion of funding for projects
- More than \$2.02 billion for FY 2017
- FY 2017-2022 program supports
 - 2,523 miles of highway maintenance
 - 501 bridges replaced or rehabilitated
 - \$431 million for local benefits programs to help improve local roads and support economic development
 - Safety improvements
 - railroad crossings
 - Targeted safety improvements along identified fatal and severe crash locations
 - Enhanced public right-of-way accessibility



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FY 2017-2022 Program Distribution

Table 1. FY 2017-2022 Program Distribution (\$ Billions)



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What's new this year?

- Refinements to program model
- Use of performance measures to help prioritize expansion projects
- Beginning the development of an asset management plan



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Safer Roads

- In 2015, there were 998 roadway fatalities in Illinois
 - 46 percent on state routes
 - 54 percent occurred on local routes
 - More than half involved vehicle driven off the road
 - Nearly a quarter of fatalities were at intersections
 - Weekend fatalities accounted for almost half of all severe crashes
 - 15 percent of fatalities were pedestrians
 - Younger drivers (15 to 20 years old) and older drivers (65+ years old) are overrepresented in traffic fatalities.
- To address this, IDOT is working to better integrate safety data into early design phase



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MYP Priorities

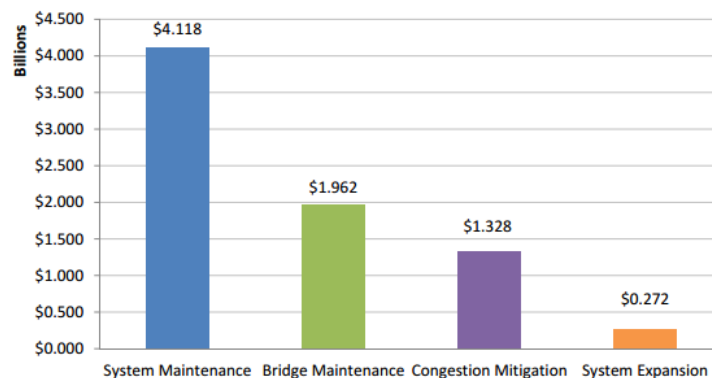
- The multi-year plan is developed around four major vital elements, each of which emphasizes safety:
 - **System Maintenance.** Reconstruction, resurfacing, widening and safety projects.
 - **Bridge Maintenance.** Bridge replacement, rehabilitation projects and minor structure repairs.
 - **Congestion Mitigation.** Major projects that reduce traffic congestion in urban areas and other improvements that enhance traffic flow.
 - **System Expansion.** New roads and other projects that increase access and promote economic development.



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MYP Priorities

Table 2. FY 2017-2022 State Program Distribution (\$ Billions)



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WHERE DOES THE FUNDING COME FROM?



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Federal Funds

- Fixing America's Surface Transportation (FAST Act) provided:
 - 5-years of predictable revenues
 - New freight programs
 - Performance management
 - Re-focuses on performance and funding of National Highway System (NHS)

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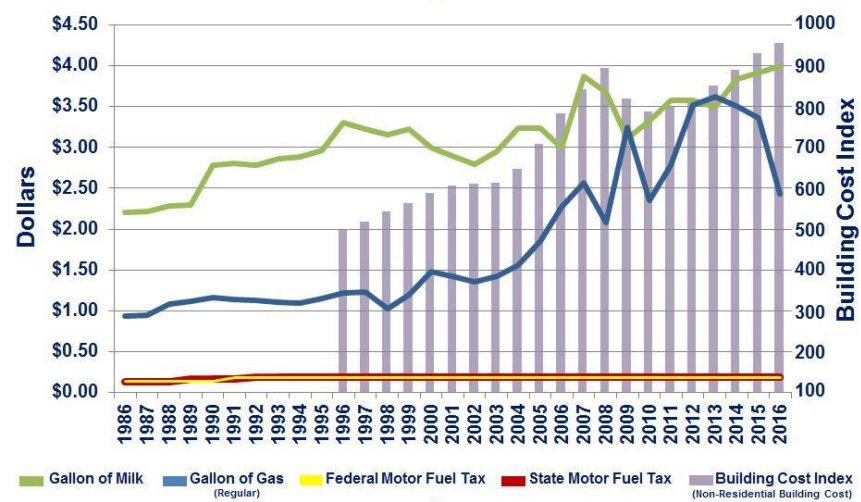
State Funds

- Motor Fuel Tax
- Motor Vehicle Registration Fees
- In 2015, Vehicle Miles Traveled was up nation-wide
 - Lower fuel prices
 - Mild winter
 - Lower unemployment



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Motor Fuel Tax vs. Milk



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PROJECT PRIORITIZATION



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Developing the program

- How does IDOT categorize prioritization of projects included in the MYP?
 - Bridge Maintenance
 - System Maintenance
 - Congestion Mitigation (Operational Improvements)
 - System Expansion

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Developing the program

- What types of projects are included in the MYP?
 - Roadway resurfacing and rehabilitation
 - Bridge maintenance, rehabilitation, and replacement
 - Operational improvements
 - Safety improvements
 - Highway capacity



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Performance Measures Today

- Tiered approach to evaluate projects based on Average Daily Traffic (ADT)
- Past program goals – acceptable:
 - 90 percent of state roads
 - 93 percent of bridges
- Presently in acceptable condition:
 - 79 percent of state roads
 - 92 percent of bridges
- Without additional funding by FY 2022:
 - 61 percent of state roads in acceptable condition
 - 86 percent of bridges in acceptable condition



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Bridge and Pavement Prioritization

- For the long-term, the department is developing an Asset Management Plan
 - Collecting data to develop a plan to maximize investments for pavement and bridges
 - Using data to make strategic investments to extend the life of pavement and bridges
 - This will deviate from the worst first methodology currently used as it will identify mid-life improvements that will result in a longer life-span of the facility
- Goal: to make our financial resources and infrastructure last longer



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Bridge Improvements

- Structurally Deficient
 - Means there are components of the bridge that must be monitored, inspected and repaired.
 - *It does not mean a bridge is unsafe.*
- Functionally Obsolete
 - Functionally obsolete means the bridge has parts that do not meet current criteria.
 - Lane widths
 - Load carrying capacity
 - Vertical clearance
 - Approach roadway alignment



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Operational Improvements

- Locations based on known traffic issues
 - Departmental data and information
 - County and local agency input
 - Property damage and crash history
- Congestion Mitigation to improve Air Quality
 - Reduction in Volatile Organic Compounds
- Improve Mobility
 - Traffic Signal Improvements
 - Adding Turn Lanes
 - Synchronizing Traffic Signals
 - Intelligent Transportation Systems (ITS)



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Operational Improvements

- Interchange Rehabilitation and Reconstruction
 - Changes in travel patterns
 - Backups onto mainline expressway
- Access Needs
 - Emergency vehicle response
 - Regional development
 - Economic development opportunities



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Capacity Improvements

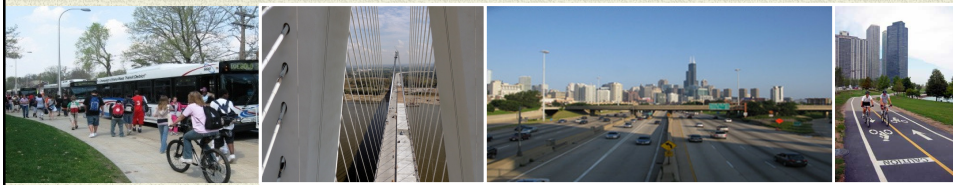
Sometimes referred to as Add-Lane projects

- Annual Average Daily Traffic Volume (AADT)
- Number of Existing Lanes
- Congestion Related Crashes = High Priority
- Regional System Needs
- County and Local Agency Priorities
- Intermodal Transportation Needs
- Economic Opportunities
- Local and Community Support
- Legislative Support



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OVERVIEW OF DISTRICT PROGRAMS

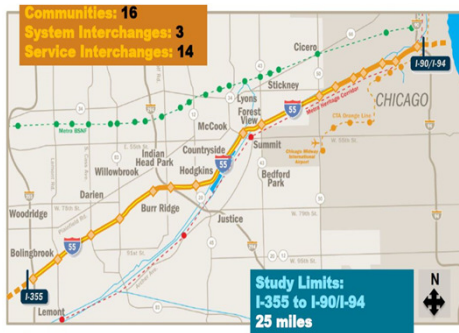


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District 1

Interstate 55 Managed Lane

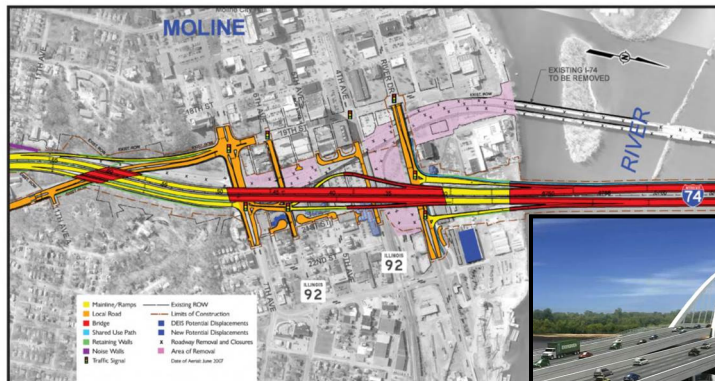
Jane Byrne Interchange



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District 2

I-74/US 6 (new bridge) over Mississippi River in Moline



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District 3

IL 178 over Illinois River bridge replacement in Utica



US 34 from east of Eldamain Road to Center Parkway in Yorkville add-lane reconstruction



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District 4

US 150 Eastbound (McClugage Bridge) Replacement over the Illinois River in Peoria



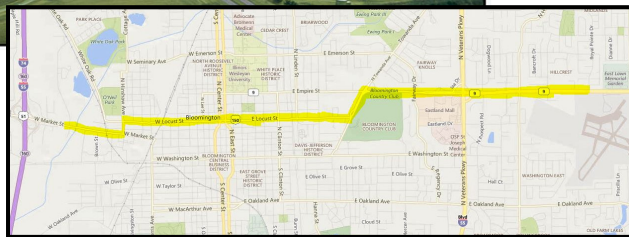
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District 5

I-57 and I-74 Interchange in Champaign County



US 150/IL 9 East of I-74 to Royal Pointe Drive in Bloomington



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District 6

US 54 bridge over the Mississippi River in Pike County



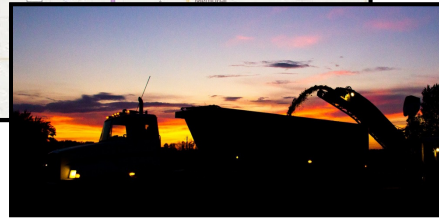
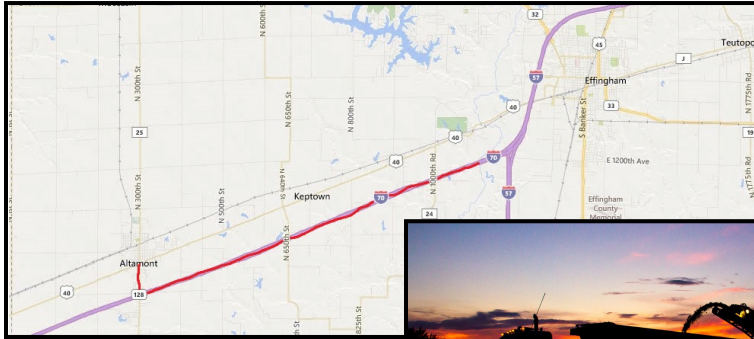
I-55 and I-72, additional lanes, Reconstruction, and interchange reconstruction around Springfield



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District 7

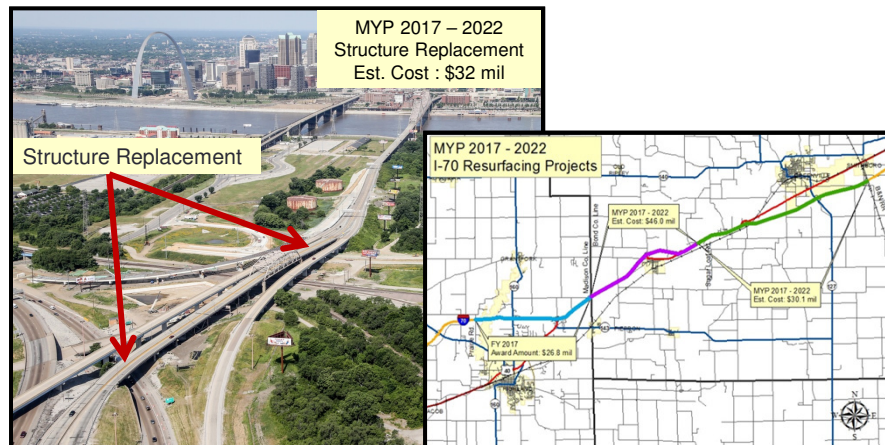
I-70 from abandoned railroad bridge at Altamont
to Little Wabash River west of Effingham



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District 8

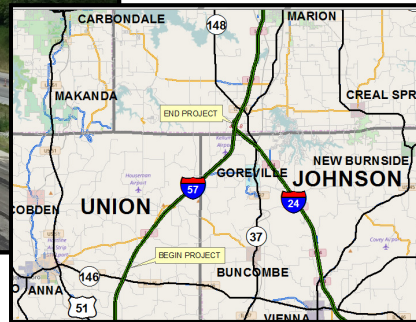
MLK Approach Structure Replacement and I-70 Resurfacing



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District 9

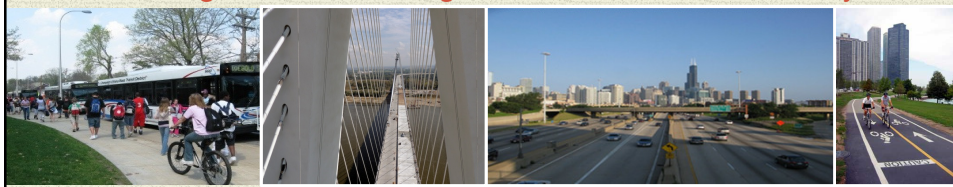
I-57 NB Reconstruction - N of ILL 146 to I-24



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PERFORMANCE MEASURES

Ensuring we are investing our limited resources wisely



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Future Performance Measures

- Prioritizing maintenance on facilities that are on the National Highway System due to federal guidance
- We need to make data-driven decisions to prioritize investments
- Ensure heavily used facilities remain in a state of good repair.



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What We've Heard

- The current state of our infrastructure is not acceptable
- Infrastructure concerns are multimodal
- Greater investment is needed
- IDOT has room to improve in project delivery and collaboration with partners



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We Are Responding

- Restructured internally to be more responsive and based on what we do:
 - Project Development
 - Project Implementation
- Focus on maintenance of existing assets
- Exploring ways IDOT can add value to project selection and project implementation



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Performance Measures Present an Opportunity

- Identify and compare the benefits of different projects
- Improve transparency and accountability
- Fund projects that provide the best Return on Investment (ROI)
- Invest our limited resources wisely



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Performance Measures for Expansion Projects

- The measures will help us meet our long-term goals
- How can transportation investment be leveraged to meet local and statewide goals?
- Proposed goals:
 - Accessibility
 - Economic Competitiveness
 - Livability
 - Safety
 - System Performance



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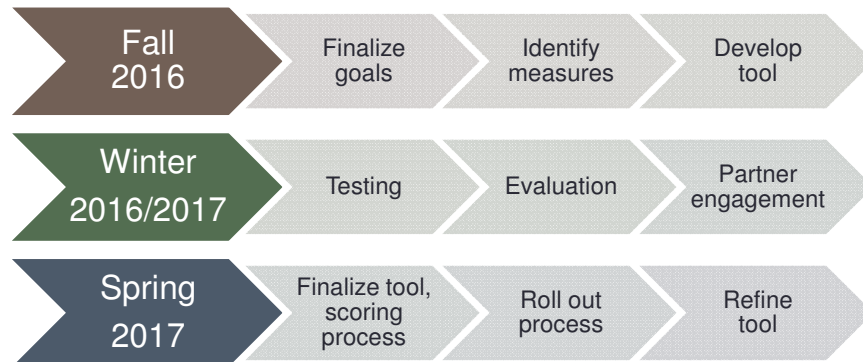
Performance Measures for Expansion Projects

- Presently we are evaluating measures
- Asking for feedback on the goals
- Present the initial outcomes to local stakeholders
- Iterative process
- The results will be monitored and adjusted based on experience and input from stakeholders and the public



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Process Timeline for Performance Based Project Selection of Capacity Projects



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Resources

- For past year's program accomplishments download **For The Record**
<http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/for-the-record/index>
- **FY 2017-2022 Proposed Highway Improvement Program** <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>
- To provide feedback: <https://goo.gl/2KtJwv>



THANK YOU FOR ATTENDING

Please stand by for the comment period or log on to:

<https://goo.gl/2KtJwv>

Copies of the MYP can be found at:

<https://goo.gl/zrBuu4>

